

In the Claims

1. (currently amended) A connection between at least one brake disc and a hub ~~or the~~ like of a disc brake, in which each of the at least one brake disc is received positioned slidably ~~slidable and non-rotatable~~ non-rotatably on the hub, ~~characterized~~ in that ~~each of the brake disc(s) is furnished with~~ at least one brake disc includes a plurality of plates attached on an inner periphery, which plates have each of the plates having a length in the axial direction of the hub exceeding the thickness of the corresponding one brake disc ~~brake disc(s)~~.

2. (currently amended) A connection according to claim 1, ~~characterized~~ in that the length of each of the plates is long enough to avoid the risk of self-locking.

3. (currently amended) The connection according to claim 1, ~~characterized~~ in that the length of each of the plates is at least 50% ~~and preferably at least 100%~~ larger than the thickness of each disc.

4. (currently amended) The connection according to claim 1, ~~characterized~~ in that each of the plates of the at least one brake disc is are received in a corresponding one of a plurality of tooth gaps disposed on the hub ~~having an optional distribution~~.

5. (currently amended) The connection according to claim 4, ~~characterized~~ in that the plates of each of the at least one brake disc are received one in every ~~n-th~~ n-th tooth gap of the hub, where n is the number of brake discs of the disc brake.

6. (currently amended) The connection according to claim 4, ~~characterized~~ in that the plates of each of the at least one brake disc is are received one in every second tooth gap of the hub.

7. (currently amended) The connection according to claim 4, ~~characterized~~ in that the plates of each of the at least one brake disc is are received one in every tooth gap of the hub.

8. (currently amended) The connection according to claim ~~7~~4, ~~characterized~~ in that the circumferential length of each of the plates of the at least one brake discs disc exceeds the circumferential length of the teeth of the hub.

9. (currently amended) The connection according to claim ~~8~~4, ~~characterized~~ in that the plates of adjacent discs are not placed in the same tooth gaps and that they overlap in the axial direction when they are closely positioned with one another.

10. (currently amended) The connection according to claim ~~9~~4, ~~characterized~~ in that one disc is ~~connected to~~ positioned on the hub.

11. (currently amended) The connection according to claim ~~10~~4, ~~characterized~~ in that two or more discs are ~~connected to~~ positioned on the hub.

12. (currently amended) The connection according to claim ~~11~~4, ~~characterized~~ in that the inner periphery of each brake disc is ~~given a form~~ configured to reduce the effect of thermal stress.

13. (currently amended) The connection according to claim ~~12~~4, ~~characterized~~ in that each of the plates are arranged unsymmetrically on the discs corresponding one brake disc such that, i.e. the plates extend with different lengths on the opposite sides of the disc, ~~and/or that the plates have different lengths on the same side of the disc~~.

14. (currently amended) The connection according to claim 13, ~~characterized~~ in that each of the plates only extend from one side of the corresponding one brake disc.

15. (currently amended) The connection according to claim ~~14~~4, ~~characterized~~ in that the plates are integrated parts of each disc, formed together with the disc.

16. (currently amended) The connection of claim ~~1~~4, ~~characterized~~ in that the plates are attached to each disc by means of welding, soldering, or gluing ~~or the like~~.